

mation dividing the upper from the alluvial country, and extending across the State from north east to south west, about 150 miles from, and parallel to the ocean. The Yadkin and Catawba, passing into South Carolina, are both obstructed by the granite ridge—the latter not until after it has entered that State. This ridge intersects the first four rivers nearly at right angles, and makes rapids and falls, which totally obstruct the passage of boats. Thus is our transportation between the upper and low country cut off. Above the falls, most of the rivers are, in their natural state, susceptible, for some distance, of good navigation. If, then, the State is intersected by rail roads, in the manner proposed, these roads will be base lines, and receive the produce which may descend the rivers to the falls, or be transported on lateral roads. To illustrate this idea more clearly, suppose the proposed roads completed; a planter who should set out from the Tennessee line, would continue on the road recommended by Mr. Sullivan to the Cape Fear. He might then stop at Fayetteville, descend the river to Wilmington, pursue the road to Beaufort, or, taking the northern route from Fayetteville, proceed to the Roanoke, and thence, by rail road or water communication, reach Petersburg or Norfolk. The latter road would be important, not only as facilitating the transportation of produce, but the travelling from north to south, and east to west, would afford that species of profit which is ordinarily of great value; and the daily mail would be transported upon it, through the State. It may well be doubted whether any work, which claims our attention, would, at an earlier period, repay the investment necessary for its construction.

The canal and these two great lines of rail road communication, would, in the opinion of the Board, form the proper basis for a great system of improvement, and would, of themselves, accommodate the leading interests of the State. Such lateral roads as might be necessary, would, from time to time, be constructed, by individual enterprize, with or without the aid of the Public Treasury.

It has already been stated, as the opinion of the Board, that no general system of improvement can be effected, in North Carolina, by incorporated companies. In old and wealthy communities, individual capital may be commanded for such objects. The internal condition of England and Scotland has been improved in this way. No intelligent writer, however, it is believed, has expressed a doubt that, even in those countries, plans of much more extensive usefulness might have been devised and executed by the Government. Individuals make improvements without any regard to the situation of any section of the country, other than that in which they are immediately interested. Hence it has frequently happened, that particular works constructed without any reference to a general plan, have been rendered entirely useless by the ultimate selection of a more extensive and judicious location for a road or canal. Numerous instances in both these countries exemplify the correctness of this remark. Immense expenditures of capital upon works, subsequently rendered useless, by the success of greater and rival enterprizes, have returned no profits to the stockholders, and subtracted greatly from the national wealth. If we expect to escape their evils, we must avoid their errors. The great outlines which, in the nature of things, are not likely to attract, or be compassed by individual effort, should be marked out by the Legislature, effected by the public treasure, and be exclusively under public control. Such has been the system, adopted by New York, Pennsylvania and Ohio.